

1-1 By: Hancock S.B. No. 2205
 1-2 (In the Senate - Filed March 10, 2017; March 29, 2017, read
 1-3 first time and referred to Committee on Transportation;
 1-4 April 24, 2017, reported adversely, with favorable Committee
 1-5 Substitute by the following vote: Yeas 9, Nays 0; April 24, 2017,
 1-6 sent to printer.)

1-7 COMMITTEE VOTE

	Yea	Nay	Absent	PNV
1-8				
1-9	X			
1-10	X			
1-11	X			
1-12	X			
1-13	X			
1-14	X			
1-15	X			
1-16	X			
1-17	X			

1-18 COMMITTEE SUBSTITUTE FOR S.B. No. 2205 By: Hancock

1-19 A BILL TO BE ENTITLED
 1-20 AN ACT

1-21 relating to automated motor vehicles.
 1-22 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:
 1-23 SECTION 1. Chapter 545, Transportation Code, is amended by
 1-24 adding Subchapter J to read as follows:
 1-25 SUBCHAPTER J. OPERATION OF AUTOMATED MOTOR VEHICLES
 1-26 Sec. 545.451. DEFINITIONS. In this subchapter:
 1-27 (1) "Automated driving system" means hardware and
 1-28 software that, when installed on a motor vehicle and engaged, are
 1-29 collectively capable of performing, without any intervention or
 1-30 supervision by a human operator:
 1-31 (A) all aspects of the entire dynamic driving
 1-32 task for the vehicle on a sustained basis; and
 1-33 (B) any fallback maneuvers necessary to respond
 1-34 to a failure of the system.
 1-35 (2) "Automated motor vehicle" means a motor vehicle on
 1-36 which an automated driving system is installed.
 1-37 (3) "Entire dynamic driving task" means the
 1-38 operational and tactical aspects of operating a vehicle. The term:
 1-39 (A) includes:
 1-40 (i) operational aspects, including
 1-41 steering, braking, accelerating, and monitoring the vehicle and the
 1-42 roadway; and
 1-43 (ii) tactical aspects, including
 1-44 responding to events, determining when to change lanes, turning,
 1-45 using signals, and other related actions; and
 1-46 (B) does not include strategic aspects,
 1-47 including determining destinations or waypoints.
 1-48 (4) "Human operator" means a natural person in an
 1-49 automated motor vehicle who controls the entire dynamic driving
 1-50 task.
 1-51 (5) "Owner" has the meaning assigned by Section
 1-52 501.002(19), except that the term includes a manufacturer of an
 1-53 automated motor vehicle or of an automated driving system.
 1-54 Sec. 545.452. SUBCHAPTER AND DEPARTMENT GOVERN
 1-55 EXCLUSIVELY. (a) Unless otherwise provided by this subchapter,
 1-56 the following are governed exclusively by this subchapter:
 1-57 (1) automated motor vehicles, including any
 1-58 commercial use or operation of automated motor vehicles; and
 1-59 (2) automated driving systems.
 1-60 (b) A political subdivision of this state or a state agency

2-1 may not impose a franchise or other regulation related to an
2-2 automated motor vehicle or automated driving system.

2-3 Sec. 545.453. OPERATOR OF AUTOMATED MOTOR VEHICLE.

2-4 (a) When an automated driving system installed on a motor vehicle
2-5 is engaged:

2-6 (1) the owner of the automated driving system is
2-7 considered the operator of the automated motor vehicle solely for
2-8 the purpose of assessing compliance with applicable traffic or
2-9 motor vehicle laws, regardless of whether the person is physically
2-10 present in the vehicle while the vehicle is operating; and

2-11 (2) the automated driving system is considered to be
2-12 licensed to operate the vehicle.

2-13 (b) Notwithstanding any other law, a licensed human
2-14 operator is not required to operate a motor vehicle if an automated
2-15 driving system installed on the vehicle is engaged.

2-16 Sec. 545.454. AUTOMATED MOTOR VEHICLE OPERATION. (a) An
2-17 automated motor vehicle may operate in this state with the
2-18 automated driving system engaged, regardless of whether a human
2-19 operator is physically present in the vehicle.

2-20 (b) An automated motor vehicle may not operate on a highway
2-21 in this state with the automated driving system engaged unless the
2-22 vehicle is:

2-23 (1) capable of operating in compliance with applicable
2-24 traffic and motor vehicle laws of this state, subject to this
2-25 subchapter;

2-26 (2) equipped with a recording device system as defined
2-27 by Section 547.615;

2-28 (3) in compliance with applicable federal law and
2-29 Federal Motor Vehicle Safety Standards;

2-30 (4) registered and titled in accordance with the laws
2-31 of this state; and

2-32 (5) covered by motor vehicle liability coverage or
2-33 self-insurance in an amount equal to the amount of coverage that is
2-34 required under the laws of this state.

2-35 Sec. 545.455. DUTIES FOLLOWING ACCIDENT INVOLVING
2-36 AUTOMATED MOTOR VEHICLE. In the event of an accident involving an
2-37 automated motor vehicle, the automated motor vehicle or any human
2-38 operator of the automated motor vehicle shall, regardless of
2-39 whether the operator is required to do so under Chapter 550:

2-40 (1) stop the vehicle at or return the vehicle to the
2-41 scene of the accident; and

2-42 (2) immediately by the quickest means of communication
2-43 give notice of the accident to the:

2-44 (A) local police department if the accident
2-45 occurred in a municipality;

2-46 (B) local police department or the sheriff's
2-47 office if the accident occurred not more than 100 feet outside the
2-48 limits of a municipality; or

2-49 (C) sheriff's office or the nearest office of the
2-50 Department of Public Safety if the accident is not required to be
2-51 reported under Paragraph (A) or (B).

2-52 Sec. 545.456. LIABILITY. (a) The manufacturer of an
2-53 automated motor vehicle or the manufacturer of an automated driving
2-54 system is not liable, including for equitable relief, for damage
2-55 that arises from modifications made by a person other than the
2-56 manufacturer or without the consent of the manufacturer to:

2-57 (1) the automated motor vehicle; or

2-58 (2) an automated driving system installed on the
2-59 automated motor vehicle.

2-60 (b) Subsection (a) does not supersede or otherwise affect
2-61 any contractual obligations between an automated motor vehicle
2-62 manufacturer or automated driving system manufacturer and a person
2-63 that modifies a motor vehicle after the vehicle is manufactured by
2-64 installing an automated driving system in the vehicle to convert
2-65 the vehicle to an automated motor vehicle.

2-66 Sec. 545.457. VEHICLE CLASSIFICATION. An owner as defined
2-67 by Section 502.001(31) may identify the vehicle to the department
2-68 as an automated motor vehicle or an automated driving system.

2-69 SECTION 2. (a) In this section, "a request to intervene"

3-1 means notification by a vehicle to the human driver that the driver
3-2 should promptly begin or resume performance of the entire dynamic
3-3 driving task.

3-4 (b) For purposes of Subchapter J, Chapter 545,
3-5 Transportation Code, as added by this Act, a motor vehicle equipped
3-6 with hardware and software capable of engaging in the entire
3-7 dynamic driving task with the expectation that a human driver will
3-8 respond appropriately to a request to intervene is subject to
3-9 Sections 545.452(b) and 545.456, Transportation Code, as added by
3-10 this Act.

3-11 SECTION 3. This Act takes effect September 1, 2017.

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